

State Transportation Participation -- No. 500722

Category
Subcategory
Administering Agency
Planning Area

**Transportation
Roads
Transportation
Countywide**

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

**January 10, 2010
Yes
None.
On-going**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,248	11,248	0	0	0	0	0	0	0	0	0
Other	93,246	10,639	14,138	66,469	12,950	20,849	18,925	10,792	2,953	0	2,000
Total	104,494	21,887	14,138	66,469	12,950	20,849	18,925	10,792	2,953	0	2,000

FUNDING SCHEDULE (\$000)

G.O. Bonds	14,272	0	1,000	13,272	0	6,446	2,953	920	2,953	0	0
Impact Tax	10,728	0	100	10,628	510	3,436	1,602	5,080	0	0	0
Revenue Bonds: Liquor Fund	65,031	21,887	13,038	30,106	10,944	0	14,370	4,792	0	0	0
State Aid	14,463	0	0	12,463	1,496	10,967	0	0	0	0	2,000
Total	104,494	21,887	14,138	66,469	12,950	20,849	18,925	10,792	2,953	0	2,000

DESCRIPTION

This project provides for the County's participation for the funding of State and Washington Metropolitan Area Transit Authority (WMATA) transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Major projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the Nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

OTHER

The appropriation in FY07 was: \$5,000,000 for design of the southern entrance to the Bethesda Metrorail Station; \$8,239,000 for land acquisition and utility relocation for the Georgia Avenue/Randolph Road Interchange; and \$2,400,000 for the I-270 Watkins Mill Road Interchange.

The appropriation in FY08 was: \$14,463,000 for the MD 355 and Montrose Parkway Interchange; the State will reimburse the funds in FY11 and FY12, shown in those years as State Aid funding. Other projects to be funded under this project include: design of the Watkins Mill Road bridge over I-270 (\$7,600,000); design of the Montrose Parkway connection between the MD355/Montrose interchange and Montrose Parkway East (\$9,000,000); preliminary engineering for the Viers Mill Road Bus Rapid Transit (BRT) line between Wheaton and Rockville (\$6,000,000); design of a pedestrian tunnel beneath Georgia Avenue from the Forest Glen Metro Station (\$2,000,000); preliminary engineering for improvements to MD 97 (Georgia Avenue) through Montgomery Hills (\$3,000,000); preliminary engineering for the Georgia Avenue Busway between Glenmont and Olney (\$5,000,000); design and land acquisition for the Brookville Bypass (\$10,000,000); design, right-of-way acquisition and utility relocation of MD 124 (Woodfield Road) between Midcounty and Airpark Road (\$5,000,000); and \$8,000,000 for half of the cost to construct intersection improvements or sidewalks at several locations on State Roads; and \$350,000 for the MD355 underpass in support of the Base Realignment and Closure (BRAC).

FISCAL NOTE

Expenditure schedule reflects fiscal capacity.

\$2,000,000 of State Aid programmed in FY11 has been moved to the Traffic System Signal Modernization project (No. 500704) with repayment to this project in FY17.

OTHER DISCLOSURES

- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY09	104,494
Last FY's Cost Estimate		104,494
Appropriation Request	FY11	12,525
Appropriation Request Est.	FY12	12,400
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		62,050
Expenditures / Encumbrances		31,226
Unencumbered Balance		30,824
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Developers
Maryland-National Capital Park and Planning Commission
Montgomery County Fire and Rescue Service
Washington Metropolitan Area Transit Authority

MAP

